



The Hongkong Telegraph.

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STOP PRESS TELGRAMS.

THE RETURN OF SHANTUNG.

PRESIDENT WILSON SAYS WAR IS THE ONLY WAY TO SECURE IT. San Francisco, September 17.

President Wilson, in the course of several speeches, referred to the Shantung Agreement and reiterated that what Japan had got was not Chinese rights but Germany's, and that Japan had solemnly pledged herself to forego sovereign rights. He recalled that at the Peace Conference he put the question—"Is this the beginning of the retrocession to China of the exceptional rights which other Governments enjoyed there?" The reply by the Plenipotentiaries of other great Powers was "Yes."

Addressing a women's meeting, President Wilson asked if it would be wise to go to war over Shantung. The women replied "No," to which the President said "There is no other way to secure the immediate return of Shantung."

THE RUSSIAN FIGHTING.

London, September 18.

Since August, the Archangel and Murmansk forces have captured over 4,000 prisoners and 29 guns. The Siberian offensive is continuing successfully, but northwards the Bolsheviks continue to advance east of Tobolsk.

Owing to the retreat of the Southern Army, the Bolsheviks are advancing along the Turkestan Railway from Aktubinsk to Chelkar and have opened communication between Russia and Turkestan, one of the richest countries in Europe. This will be very important if the Bolsheviks are able to transport supplies thence.

EMPIRE DEVELOPMENT.

London, September 18.

A new publication, entitled *The Future*, of which over three million copies are issued, contains articles by Ministers dealing with national policy, including Lord Milner, who pleads for a strengthening of the free union of the Empire, making the Commonwealth of British Nations the strongest influence for freedom and civilization the world has ever seen. He warmly advocates fostering intimacy with various portions of the Empire in order to preserve the fruitful co-operation of the War and the Peace Conference. He points out that of the enormous potential wealth of the Empire only the surface has been scratched, the development of which, and also the result of opening boundless new markets, insists on the importance of greater enterprise, vigour and initiative.

PRINCE OF WALES.

ELECTED A TRIBAL CHIEF.

London, September 18.

A message from Banff Springs, Alberta, says a cavalcade of Indian braves, children and squaws, arrayed in buckskin, beads, eagle's feathers and pink, scarlet, green and yellow blankets, galled along motor cars conveying the Royal party. They welcomed the Prince of Wales as "Young Thunder," presented a loyal address and elected the Prince a Tribal Chief with the title of "Morning Star." They gave him buckskin, beads and feathers. The Prince donned the feathers amidst the wildest excitement. Horse racing and exhibition of archery followed.

THE COUNCIL OF FIVE.

London, September 18.

Sir Eyre Crowe's appointment as British plenipotentiary to the Council of Five, with Ambassador's rank, is regarded as the prelude to the transformation of the Conference into a meeting of diplomatic agents, only occasionally attended by heads of Governments.

CRICKET CHAMPIONS BEATEN.

London, September 18.

The Rest of England beat Yorkshire, the Champion County by ten wickets.

FIUME INSURGENTS HONOUR BRITAIN.

Genoa, September 16.

D'Annunzio, who is ill with fever, has sent an officer and a battalion of storm troops to render honours on the occasion of the departure of the British troops. D'Annunzio expressed the population's friendship for Britain and her soldiers.

GERMANS ACCEPT ALLIED DEMAND.

Berlin, September 18.

The *Vossische Zeitung* understands that the Committee of Foreign Affairs has decided to accept the Supreme Council's demand regarding Article 61.

FRENCH EXCHANGE PROBLEM.

Paris, September 18.

In the Chamber, referring to the disquieting exchange situation, the Minister of Finance said besides increasing production, France must buy elsewhere than in Britain and France.

THE SYRIAN SETTLEMENT.

Paris, September 18.

Following conversations between Mr. Lloyd George and M. Clemenceau, the tone of the French press on the subject of Syria has much improved. The papers state that the settlement harmonized with the Anglo-French Secret Treaty of 1916, and the 1917-18 Agreement of 1918 contains nothing interfering with

REUTER'S TELEGRAMS.

CAPITAL AND LABOUR.

AMERICAN CONFERENCE TO MEET.

San Francisco, September 18.

President Wilson has called a public conference with the Labour Party at Washington to discuss plans of closer relationship between Capital and Labour. President Wilson has appointed, among others, Mr. John Rockefeller, Jr.; Mr. E. A. Gray, President of the Steel Corporation; and Mr. Baruch, Chairman of the Industries Board, to meet the Labourites.

FRANCE AND THE TREATY.

WHY SHE SHOULD SIGN IT.

Paris, September 17.

M. Viviani, the ex-Premier, delivered an eloquent speech in the Chamber of Deputies. Addressing the opponents of the Treaty, he pointed out that the practical consequence of a refusal to sign would be to leave France isolated against Germany and compelled to try, without assistance, to obtain a more advantageous arrangement. France had succeeded in obtaining satisfaction, for her claims of an economic order would enable her, under cover of a military frontier, not only to live but to prosper and develop.

The Chamber unanimously adopted a resolution to placard the speech throughout the country.

M. Clemenceau is expected to wind up the debate on Friday, the 19th instant.—Havas.

THE SYRIAN QUESTION.

Paris, September 17.

The British troops occupying the French zone in Syria will be gradually replaced by French units in November, this being the date of the complete relief.

Mosul becomes the subject of negotiations between M. Clemenceau and Mr. Lloyd George. The Arabs are expected to look to the French for future advice and support.—Havas.

THE TRIAL OF M. CAILLAUX.

Paris, September 17.

The Commission appointed by the French Senate as a High Court of Justice has announced that M. Caillaux has been sent to trial on a charge of an attempt against the security of the State abroad. The charge involves the death penalty, according to the Penal Code and the Code of Military Justice.—Havas.

FRENCH NAVAL INTENTIONS.

Paris, September 17.

The French Ministry of Marine is not asking a vote for the purpose of completing the five Dreadnoughts whose construction was suspended in 1915. France has at present several large battle-ships which are good fighting units.—Havas.

FRENCH ANTI-PROFITEERING MEASURES.

Paris, September 17.

The Chief of the Bureau for the Repression of Fraud made a raid on the Bon Marche, Paris, to verify the prices of sale and purchase of stuffs placed on sale.—Havas.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

REBUILDING THE GRAND CANAL.

Shanghai, September 19.

Mr. John R. Freeman, a leading American engineer, Colonel Wiggins and Captain Todd, former Army engineers, have arrived to survey the project to rebuild and modernise the northern half of the Grand Canal from Shantung to Peking.

THE SHANGHAI CONFERENCE.

Shanghai, September 18.

Wang Yi Tang has arrived to represent the North at the Shanghai Peace Conference, but it is doubtful if the Conference will be held, as the South is objecting to Wang.

EARLIER TELEGRAMS.

THE FIUME INSURGENTS.

London, Sept. 17.

All news regarding Fiume is coming from Rome and is apparently censored. The British Mission has left Fiume; also Anglo-American contingents, while French troops are mustering at their base. It is not clear whether the insurgents are still in control. The Italian Government continues to issue statements tending to minimise the extent of the insurgent movement, which it says many are now abandoning.

It is believed in official quarters in London that the Italian authorities intend to blockade Fiume and starve out the insurgents. This would explain the departure of the Allied contingents.

Rome, Sept. 17.

The "Idea Nazionale" says that D'Annunzio's army consists of ten thousand regulars and forty battalions of Fiume volunteers who occupied a fortified line of the main positions round Fiume. The raid is believed to have been hastened on in consequence of the British carrying out instructions to disperse the National Council of Fiume and disarm the volunteers. The Council would have been disarmed with a view to preventing the possibility of a further attack. General D'Annunzio is expected to arrive at Fiume.

EARLIER TELEGRAMS.

SPEECH BY MR. LLOYD GEORGE.

London, Sept. 17.

Mr. Lloyd George addressing the Brotherhood Congress at the City Temple paid a tribute to General Botha's character and his personal influence at the Peace Conference. He also welcomed his successor, General Smuts, to whom the country owed more than it realized. It was useless talking about the old world as if nothing had happened to it. Peace was not a mere slogan like the Hohenzollerns, the Romanoffs and the Hapsburgs which governed two-thirds of Europe had gone for evermore, and the world was richer and stronger through their disappearance. He dwelt on the unprecedented fundamental changes in the history of the world since the outbreak of war; but many more were necessary to complete the picture. Slums must go and great armaments ought to disappear.

The long-drawn and wretched Irish misunderstanding must pass away. Waste in every form must disappear and Britain be freed of insubriety, penny and squalor. It must become a free land. (Cheers). Rather than accept the position of leading coalminers for the old order of things which some ascribed to him he would throw up his brief tomorrow. These changes could only be effected by steady, patient work and co-operation. He declared if one-third of the great qualities brought out by the war were consecrated to peace for four years the people would not know this world.

He appealed to the people not to quake or quarrel before smaller obstacles after overcoming the gigantic one. Current difficulties were great but only secondary to the difficulties of war. He emphasized the necessity of displaying a spirit of fairplay. The League of Nations was an organised attempt to substitute fairplay for force. The world had not yet settled down. In half Europe, and nearly half of Asia you heard the tramp of armed men marching to the slaughter of their fellowmen. The world's frenzy of anger and blood had not yet exhausted itself. He feared that this welter of warring peoples would continue unless a strong head like that of a federated power of nations of the world insisted on peace from ocean to ocean.

The exercise of fair play also demanded that capital should see what was a fair price which would enable a workman to bring up a family as worthy citizens. Combinations of workers should not use their power unfairly. It was insufficient to say we had won war; we wanted to reclaim the wildernesses of the world, clear up the jungles and redress wrongs. That was due to the immortal dead who died for the redemption of the world. (Loud cheers).

THE NEAR EAST.

London, Sept. 17.

The "Temps" says Mr. Lloyd George and M. Clemenceau have agreed that British troops on Nov. 1, shall evacuate all territories north of the provisional frontier between Syria and Palestine. The Peace Conference will adjust the frontier later. Apparently the Mosul district is not comprised in the region where Great Britain will cease to exercise responsibility. The departure of British troops shall not entail French occupation in Damascus, Hama, Homs and Aleppo which are in the zone considered as a possible Arab state or a confederation of states in the 1918 agreement. Nevertheless Arab power here must henceforth depend on French counsel and support. The French will be the allies of the British in the East.

THE PREMIER AND RUSSIA.

Paris, Sept. 17.

The American Delegates refuse interviews regarding the statements of the American journalist Mr. Bullitt before the American Senate Foreign Relations Committee telling of private conversations he had with Mr. Lloyd George in Paris after returning from Moscow. Mr. Bullitt alleged the Premier was then prepared to consider a peace offer from Lenin. The American delegates deprecate importance being attached to quotations or misquotations of private conversations of plenipotentiaries in Paris when the Peace Treaty was in a liquid state. Mr. Lloyd George characterises Mr. Bullitt's statements as grotesquely inaccurate.

ROMANIAN OIL FIELD.

London, Sept. 17.

The "Daily Mail" correspondent at Berlin says the "Frankfurter Zeitung" says the Rumanian Government has leased the great state petroleum district to the Standard Oil Company.

THE BULGARIAN TREATY.

Paris, Sept. 18.

The Supreme Council has adopted the Bulgarian draft treaty which will be handed to the Bulgarian delegates at Quai D'Orsay on the morning of Sept. 19.

CAMBRIDGE UNIVERSITY CHANCELLORSHIP.

London, Sept. 17.

It is understood that Mr. Balfour will be nominated as Chancellor of the Cambridge University in succession to the late Lord Rayleigh.

THE GERMAN GOVERNMENT.

Berlin, Sept. 17.

The "Frankfurter Zeitung" reports the German Government has decided to accept the Supreme Council's demand regarding Article 61.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 48/11 13/16.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states—

Cotton piece goods and fancy cotton goods.—Our market is dull and no new transactions have been effected during the interval. Exchange has again advanced and, naturally, buyers do not care to contract for goods for distant delivery under the circumstances.

Cotton Yarn.—At the commencement of the fortnight some importers forced down prices by \$5 to \$6 per bale for the lower counts, but latterly, in sympathy with a good demand from the North, values have more than recovered. A moderate business has been transacted here. The higher counts have remained very steady and in some cases show slight advances. Quotations are—No. 10s at \$320/250; No. 12s at \$235/255; No. 16s at \$230/310; No. 20s at \$315/345. Arrivals 5,500 bales. Sales 4,000 bales. Shipments 500 bales. Unsold 5,000 bales. Bargains 20,000 bales.

Raw Cotton.—Market has somewhat eased off again and following are nominal quotations: Indian grades \$41/54 per picul. Chinese grades \$44/56 per picul.

Woolens.—Market dull. Flour market report.—Stock: About 300,000 sacks. Quotations: American Patent, \$3.90 per sack; Shanghai Flour No. 1, \$3.05 per sack; Australian No. 1, \$3.15 per sack; Australian No. 2, \$3.90 per sack.

Metals.—Metals generally dull. Few sales reported. Galvanised wire, 13/17 gauge and 18/22 gauge to arrive. 13/17=\$10.70, 18/22=\$13.50.

Sugar.—Market steady.

DAY BY DAY.

The September number of the *Religio e Patria* says that Dr. Antonio Simplicio Gomes has just given a generous donation of \$500 to the "Associação Portuguesa de Socorros Mutuos."

Mr. Leigh C. Winters, of the International Savings Society, accompanied by Mrs. Winters, is at present in the Colony on a short business trip. He hopes to visit Canton before proceeding North again.

A Chinese was to-day charged with having in his possession 800 rounds of ammunition. Mr. A. E. Hall appeared for the defendant, and pleaded guilty. Defendant said that he had gone to a friend's house, when his friend asked him to help him to carry the ammunition to another man's house. When stopped by the police, his friend ran away, and dropped 250 rounds of ammunition. Mr. R.E. Lindell fined the man \$750, or six months' hard labour.

Mohamed Cassim, who was charged with stealing a bicycle, was to-day sentenced to four weeks' hard labour. Inspector Kent stated that defendant had given a different story to the C.S.P. He said he was taken back to Penang, but preferred to come to Hongkong to search for a job. The man had been sent to the Harbour Master and the latter had suggested that he could be sent away as an assisted emigrant. The Police requested Mr. R.E. Lindell to assist the man from the Poor Box. The cost of a passage would be \$5.

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SEEING THE WORLD FOR NOTHING.

WHAT THE WAR HAS DONE.

"Ex-Regular" writes in the Daily Mail as follows:—The majority of line regiments consist of two battalions each; one is retained for home service and the other sent abroad. Each battalion has to serve an allotted number of years overseas, and then comes back and is relieved by the home battalion.

When war broke out every single Regular battalion, with—1 think—two exceptions, was brought back, and Territorial troops were sent out to garrison our Dominions. Many of the battalions thus brought back had completed only a few years of their term of foreign service.

These battalions, therefore, will go again now that the war is over. But where a battalion brought home for the war had only a year, or perhaps two, left to serve abroad, the remaining period of foreign service will be cancelled and the battalion previously serving at home will go abroad. This will save the unnecessary expense of sending out and relieving again regiments which have only a year or two left to serve abroad.

There is a roster of foreign stations which are usually taken in sequence. Thus one route might be Gibraltar—West Indies—South Africa—China—India—Aden—home. Another Malta—Egypt—Singapore—India and home. The writer, who has had some experience of many of our foreign stations, only regrets at this moment that he is not to be among those who will go trooping this autumn.

For a young man there is no comparison between serving abroad and serving at home. Our vast Colonial Empire provides for our officers and men a unique opportunity of seeing the world at no cost to themselves—of sport, big-game shooting, and acquaintance with foreign races, which will be something to look back upon in the years to come.

When a battalion goes abroad or moves from one station to another it moves as a family. The colonel and his lady, the majors and their ladies, the cats, and dogs, and children, and all the household goods of the battalion down to the drummer boy's pet monkey are all collected on board a troopship and away they go. The voyage is not always one of complete tranquillity, as it is a well-known fact that even the happiest of families are apt to differ when they travel. Some officers send their wives and children by mail steamer, but this entails an extra expense which they have to face themselves.

Before the war married officers were as a rule anxious not to serve abroad. But, with changed conditions, not only the officers but their wives may be only too delighted to have the opportunity of going to India, South Africa, or Egypt. From a woman's point of view the servant problem—which has reached in many households in England to-day a point capable of only one solution—is solved very simply in Egypt or India, where excellent servants abound in any number. In the Chinese "boy" is probably the best servant in the world.

Then the cost of housekeeping is less, in most of our foreign stations than it is at home to-day. Lastly, as she basks in the warm sun of India or Egypt, Mrs. "Captain" Jones can read with equanimity in the British paper of the increased price of coal.

MEDAL WHICH CAME TOO LATE. A metal for gallantry and devotion to duty in action, at Thiepval in 1916, was received at the house of John Herbert Fairweather, Bakhurst-road, Forest Gate, the day after he died from injuries received in an accident. Fairweather was a carman, on whom an inquest was held at the London Hospital recently. He died through falling while getting into the seat of his vehicle.

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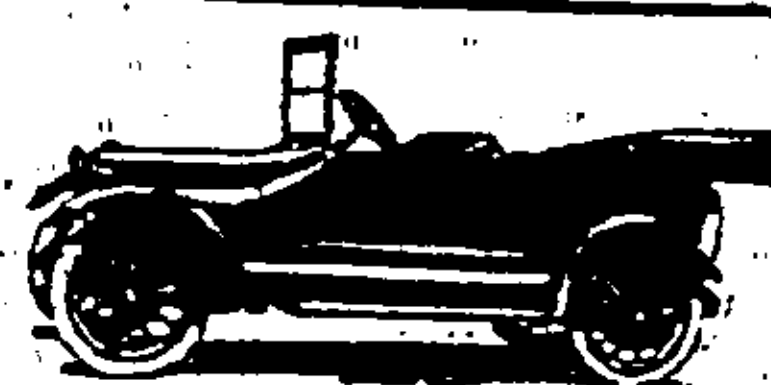
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THE WAR MADE BRITAIN POOR?

A REPLY TO PESSIMISTS.

Has the war really reduced us to poverty? asks Sir Leo Murray in the *Weekly Dispatch*.

"If we have regard merely to monetary valuation, then the answer is perfectly plain. The monetary valuation of the material wealth of the United Kingdom at this moment is much greater than it was when the war broke out. It is at least £5,000,000,000 greater."

"But that is a deceptive test, because values have risen and because the aggregates of the individual possessions of British citizens take into account the National Debt which represents not material wealth but a lien upon the work of the nation possessed by some of its citizens."

"Is the nation, as a going concern, intrinsically as good and as valuable as it was when the war broke out?"

"The answer to this question is that, taken as a whole, the nation is now a better working unit than it was in August, 1914."

"There have been losses, as in ships and as in the deterioration of great services through lack of labour and materials during the war. Our railways, tramways, houses, and so forth, are not in as good repair as they would have been if there had been no war. But against this has to be put the fact that during the war a very large number of engineering, chemical, and manufacturing establishments were greatly enlarged and a very large number of new factories were built."

"And it was not merely that new factories were built. New and important industries were established, and a number of infant industries were developed into first-class economic factors. Old industries, such as the iron and steel trade, were very greatly enlarged. Our steel capacity was increased by 50 per cent., our by-products have even increased by thousands."

CHEMICAL TRADE.

"In the chemical trade a splendid world was accomplished. We end the war incomparably better fitted to compete in the chemical world than when we began it. Or turn to a different branch of manufacture—to oils and margarine. When the war broke out we imported one half of the margarine we needed. During the war we have so greatly enlarged our oil plant that we can produce all the oil needed for margarine, and we have so increased our margarine plant that we can make enough margarine to supply the whole of our home population, with a big surplus for export."

"As to our engineering trades, during the war we manufactured and imported such a great quantity of first-class machine tools that at the present moment our engineering plant completely eclipses that which we possessed when the war commenced."

"Can this better wealth-producing instrument function in this new world of after-the-war? Is our Professor of Anatomy justified in accusing our workers of throwing strain upon our exports through high wages?"

"There are three practical answers."

EXPORTS DOING WELL.

"The first is that, in the circumstances, our exports are doing remarkably well. The Board of Trade returns show that our exports rose to over £84,000,000 in the month of May. High prices helped to swell this figure, but when all allowance is made for that fact it is not a little remarkable that within six months of the end of a war which lasted for four years, and when all war exports had stopped, our exports were worth £84,000,000 in a single month."

"The second is that all experience shows that high-wage countries, and not low wage countries are the chief exporters of the world."

"The third point is that the rise in wages and in the standard of living is a universal symptom throughout the world, and that it is folly to suggest that a rise in wages here will put us out of the running when the United States pays much higher wages than we do."

"The general truth about the future of our export trade is that the world will shortly advance to new and much higher standards of consumption. The trade and production figures of the past will be completely eclipsed in the course of the next ten years. In the new world of enlarged production, of superior economy, and of higher social standards there will be plenty of room for all competitors."

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TO BE LET—Half Space of Store. May be used for office. Moderate rent. For terms &c. Apply Box 244 c/o "Hongkong Telegraph."

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FOR SALE—Indian Motor Cycle & Sidecar complete with hood etc. 1917 Electric Power Plus Model. Apply Box 240 c/o "Hongkong Telegraph."

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TO BE LET—On Cheung Chau Island from November or December next, for 9 or 12 months a fully furnished bungalow containing 4 good bedrooms, 2 smaller ones, 4 bathrooms, sitting room, Dining room, pantry and 2 smaller offices. Kitchen and outhouses. Suitable for two small families if desired. Excellent situation for children. Moderate rent to suitable tenant. Apply Box 243 c/o "Hongkong Telegraph."

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We have now a large stock of fresh and superior Macaroni, Pasta, Spaghetti, Egg-noodles, Vermicelli, and all kinds of Soup-stuffs, all produced from Flour of Best Quality, sold at very reasonable prices.

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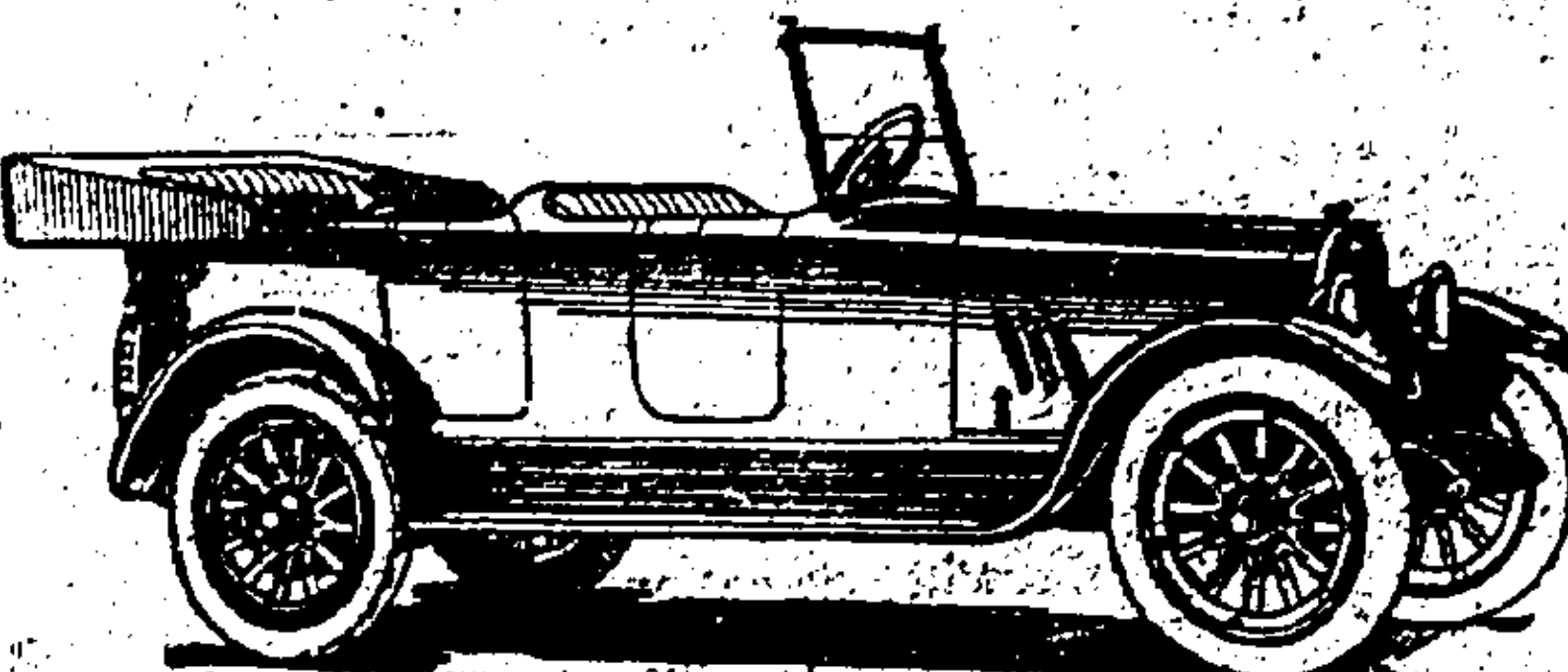
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NOTICES

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THE IDEAL, UNSHRINKABLE,
MATERIAL

FOR SLEEPING GARMENTS

FOR

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PLAIN CREAM TROPICAL WEIGHT	\$1.50 YARD
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STOCKED IN READY TO WEAR GARMENTS
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AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
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WHO SAID SOAP?

We have just received an unexpected supply of Brownley's "Bathadomes" Bath Soap and "Cosmos" Toilet Soap. As the supply is in excess of our usual quantity we are offering the excess at Special Rates for

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BATHADOMES in the following perfumes.

Verbena	June Geranium
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Price **32c** Cake **\$3.75** Doz.

COSMOS TOILET SOAP in the following perfumes.

Verbena	Santal
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Price **15c** Cake **\$1.75** Doz.

Remember! Only a limited Quantity available.

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HONGKONG, SATURDAY, SEPTEMBER 20, 1919.

If, however, sincere faith is reposed in Japan's promises, to return the territory to China, and if the sub-arrangement come to by Britain, France and Japan is to be nullified on the ratification of the Peking Treaty, why is it that America approaches Japan with a request that she should fix a date for the ratification of the Treaty? It looks as though as such assurances as have been given are not greatly relied upon. Be that as it may, Japan will soon have to disclose her real intentions in this matter, and when she does that, we shall be in a better position to judge the future possibilities. The issue is one of great importance. Much may hang upon it. What is needed to clear the whole matter up is a definite, authoritative statement by the Japanese Government, and a promise to abide by such statement. All this vague talk about future intentions is only a marking-time dodge.

namely, that Syria will go to France. But how much of it will go to her is not vouchsafed. We had a cable some time ago in which Benter informed us that the Syrians were insisting that Palestine should be embodied in Syria. The Syrian question is going to be a complex one at the Peace table for a number of international questions will have to be settled before it can be decided whether France is to obtain the mandate.

R. G. Barlow, the famous Lancashire and all-England cricketer, who was prominent in the national game for 45 years, was buried at Blackpool recently. In inference to his wishes, the interment took place at the time at which county cricket wickets are usually pitched. Years ago he made detailed arrangements for his funeral and for the erection of a gravestone with the representation of a cricket ball and a set of wickets, the middle of which was to be shown as having been broken.

A recent booklet issued by the Board of Agriculture, entitled "Dairy-Farming Under Small Holding Conditions," has been especially prepared for ex-Servicemen, but it will also be found useful by other would-be smallholders. It deals with such questions as the choice of a holding and the different systems of dairy-farming. It also discusses the relative advantage of milk-selling, cheese-making, and butter-making, and gives detailed instructions for making cheese and butter.

late Governor, Mr. Paul H. May, G. O. P., of the 2nd of September, 1917, creating all members of the Special Force Reserve as Special Constables and of the 14th day of September, 1917, calling the Hong Kong Police Reserve out for service both of them having coincided with effect from the same date.

The question of dinner, which seems to bulk so largely in the origin of the Centre party, is one by no means to be lightly dismissed. Dinner has played a great part in our politics as in all English affairs. It played a leading part in the career of the original Cabal, and it was at Cabinet dinners that much of the business of the country was arranged down to quite recent times. It was at these dinners that poor Lord Grey used to be favoured with views of his intractable son-in-law and colleague, till he broke out at last with the cry that he would rather work in a mine than be exposed to such treatment. And it was after a Cabinet dinner that Melbourne coined that immortal rule of Cabinet government—a little overlooked some times—nowadays—It doesn't matter what we say as long as we all say the same thing. It was dinner which nearly created a Conservative revolt against Disraeli when he dared to reprimand junior members of the Government for being absent from division. "Parliamentary dinner" confessed one of the rebels, looking back from the days of old age. The truth is, we have a dining party and a great attendance at the House of Commons there was once a Cabinet dinner in the House of Commons of 1845, and it was the last of its kind.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE

TELEPHONE 977.

TYRANTS AND TRAITORS.

THE SUFFERING OF THE WEAK.

Harold Begbie writes in the *Daily Chronicle* thus—

A fairly intimate acquaintance with the chief industrial centres of Great Britain convinces me that the number of revolutionists in these islands is very small.

But I am also convinced that the apathy of the multitude is so considerable that even a smaller body of determined revolutionists might be able to bring about, if only for a brief time, such an upheaval in the industrial world as would almost amount to anarchy.

No builder in this country can say at present: "I will build a certain type of vessel for 'so much.' Fluctuations in the prices of raw materials and the cost of labour make that impossible.

Prior to the war, writes our northern shipping correspondent, the average cost of a cargo tramp steamer was somewhere between £5 and £6 per ton, whereas at present it works out at between £25 and £30 per ton. The present system is to construct a vessel on terms that assure the builders a certain percentage of profit. As a rule, 10 per cent., and the purchaser does not know what his ship will cost him until the whole is completed and the final expenses are reckoned up.

Obviously, these conditions cannot continue, and very soon those who require ships will not be in such an urgent need for new tonnage as to concede the builders what is nothing more or less than carte blanche with their orders.

Looking abroad, we find that labour is cheaper in Japan than in this country, and that our Eastern rivals are rapidly extending their facilities for output; so that they may ultimately prove a serious menace to this country's success in the market.

Scarcely a day goes by but brings me letters from unknown correspondents in different parts of England, suggesting that I should bring before the working classes of the country the sufferings of the writers, many of whom belong to the working classes, and all of whom are certainly in poorer circumstances than those enjoyed at the present time by a first-class mechanic.

These correspondents are either women or old men who have done their duty to the family and the State, and are now struggling, before they go hence, to keep head above water on their poor savings or their little pensions. They have no means whatever of adding to their incomes. The day has gone by when they could earn money. In many cases the day has gone by when they could even wait upon themselves.

THE PEOPLE WHO ARE HIT.

In one case recently brought to my knowledge, a girl handsomely employed in London and with excellent prospects before her, has been obliged to give up her wages, and sacrifice her career, in order to return to the country and there wait upon an invalid mother, who, up to this point, has been nobly struggling to support herself and a blind sister on the scrapings of a lifetime, but has now fallen into so great a state of weakness that she is physically helpless.

There are number of such people as these in Great Britain; and numbers of others who through no fault of their own and no fault of the community, are able to earn only a very small wage; and numbers of others who, having faithfully served the State in various parts of the Empire, suffering in their absence from home a poignant separation from their children, are now living on the fixed income of a pension only adequate to their circumstances when times are normal.

To all these people every strike which seriously affects the cost of commodities is a disaster of great magnitude. But if strikes are to be prolonged, and British industry is to be held up for the

sake of the vanity of a few immoral revolutionists, all these good and honourable people will be plunged into ruin.

SO-CALLED "WAGE SLAVES."

The revolutionist is fond of describing the employer as a tyrant. He likes to call the workman a "wage-slave," although he knows very well that these "wage slaves," are absolutely free to exchange one employer for another, one district of the country for another, and even the country itself for any other part of the world.

The clerk in the Civil Service is, of course, less free than the workman; and under any conceivable form of Socialism the workman could not possibly enjoy the same degree of freedom which now exists under the present conditions of individualism. He is not a "wage slave," and if one of his masters should be tyrannical he can throw up his service and go to another employer. But the workman himself, if he much longer permits the revolutionist to direct his conscience, will come to be the greatest tyrant who has ever existed in the history of man.

There is no human action can be separated from moral considerations, and industry is perhaps more closely interwoven with ethics than any other factor in the national life.

Every workman is either a good or a bad servant of the State. If he does his best at his work, if in all his actions and decisions he is mindful of other people, if he is unselfish and temperate, a wise parent, and a peaceful citizen, then he is a good servant of the State; but if he does not work as well as he might work, if he is careless as to the welfare of other members of the community, if he does not exercise his brain and his conscience in deciding all political and industrial questions, then he is a bad citizen; and indignant eloquence on the subject of his "rights" is so much disgusting hypocrisy.

COWARDLY ACTION.

Does the workman realise that the present extremists in the trade union movement are fast making him both a tyrant and traitor?

Does he realise that to withhold his labour at a time when great masses of the world are suffering from something in the nature of famine is the cowardly action of a tyrant?

And does he realise that to hold up the industries of this country when Great Britain is staggering under a most appalling burden of debt is the action of a traitor?

There are, of course, a number of revolutionists who have banished morality from their thinking, and who even go so far as to express contempt for England in the high excitement of an economic cosmopolitanism. I have met a few of these people; I have been amused by their inordinate vanity and their inexhaustible ignorance; and I know one or two of them, very active just now in striving secretly to foment a revolution, to be rather trivial cowards, threatening all sorts of terrors at one moment and running away directly those they would intimidate stand up to them.

It is surely impossible to believe that men so contemptible and so ridiculous and so immoral will be able to demolish the happy, cheerful, sporting, and just-minded working men of these islands, who have shown all the other nations of the world that real revolutions can be brought about without violence, and that changes affecting the whole field of industrial and political life can be created by constitutional means.

THE ONE DANGER.

The one danger lies in the apathy of the working classes. A few wicked egoists in Yorkshire and elsewhere are striving in secret, and behind various cloaks, to overturn the whole fabric of British life. Their intention is war. The Government will, of course, prepare for this war; if

COMPANY REPORT.

THE DOUGLAS STEAMSHIP COMPANY, LTD.

The report for presentation to the shareholders at the thirty-sixth Ordinary General Meeting of the Douglas Steamship Co., Ltd., on Saturday, 27th September, states—

The General Managers beg to submit to the shareholders their report on the thirty-sixth year's working of the Company, ending 30th June, 1919.

After paying all running expenses, docking charges, premia of insurance, bonus to officers of steamers and making provision for the amount due to H. M. Government on the working of steamers under the Hongkong Liper Requisition Scheme, the amount of credit of Profit and Loss account is \$239,322.59, out of which an interim dividend of 6%, absorbing \$60,000, was paid in May last, and subject to the approval of shareholders, it is proposed to appropriate the balance of \$239,322.59, as follows:—

To pay a Final Dividend of 6% (\$3 per share) ..	\$ 60,000.00
To pay a Bonus of 6% (\$3 per share) ..	60,000.00
To write off from the value of the Company's Steamers and Properties ..	54,322.59
To place to credit of the Reserve Fund ..	25,000.00
To place to credit of Underwriting Account ..	40,000.00

\$239,322.59

The S.S. "Haiyang" was released from Government Requisition on 23rd December, 1918, and S.S. "Haining" on 17th February, 1919, both steamers had to undergo an extensive overhaul after their strenuous work of the last 20 months. The S.S. "Hai Hong" and "Haitan" came off Hongkong Government control early this year. The chartered S.S. "Quinnebang" is running satisfactorily.

CONSULTING COMMITTEE.—The Hon. Mr. David Landale and Mr. A. O. Lang resigned on leaving the Colony and Mr. William Adamson also resigned, their place being filled by Mr. D. G. M. Bernard, Mr. J. W. C. Bonnar and Mr. W. E. Clarke who comprise the Committee and now retire but offer themselves for re-election.

AUDITORS.—The Accounts for the year to 31st December, 1918, have been audited by Mr. A. R. Lowe and Mr. C. Bernard Brown and for the second half year to 30th June, 1919, by Mr. E. A. M. Williams and Mr. Frank Maitland. Messrs. Lowe and Brown now retire but offer themselves for re-election.

DOUGLAS LAPRAIK & CO.,

General Managers.

NOTICES.

DAIRY FARM NEWS.

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The value of pure fresh milk as a perfect diet cannot be over-estimated.

Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

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IF SO SEE OUR REBUILT

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WE CAN SAVE YOU MONEY

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TOP FLOOR YORK BUILDING

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MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

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CAL-PA-CO offers something entirely new in interior finish.

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WHAT YOU WANT SOMEONE HAS— ADVERTISE IT

IN

THE HONGKONG TELEGRAPH

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PER INSERTION

TWO CENTS IF NOT PREPAID

Try a small advertisement under WANTED, TO LET, LOST FOUND or FOR SALE. You will be astonished at the number of enquiries you will receive.

SMALL ADVERTISEMENT ORDER FORM.

Please publish the above advertisement.....times, for which I enclose.....	
Name and Address:	

will prepare for it with the approval of the great mass of the nation; and the war, if it comes, will be one of the quickest on record; for there is no doubt that at the threat of real violence all that is most strong, fearless, and patriotic in the British nation will spring to the service of a firm and resolute Government.

But even if the war ended in a week, and even if it at once brought the whole nation back to its authentic sanity, it would be a calamity of the most awful description to many thousands of people, and it would be an everlasting disgrace to England.

SHAKE OFF THE APATHY.

It is our most pressing duty to prevent this war. It can be prevented in only one way. The working classes must shake off their apathy, they must cultivate a more anxious interest in what

is going on behind the scenes of the Labour movement, and they must insist that the tried and honourable leaders of that movement should take more vigorous action to banish the traitor from all share in the governance of the Labour party.

The average Englishman has no love for the tyrant and the traitor; he would be righteously indignant if he was called either a tyrant or a traitor; but if the English workman will rouse himself to think hard on this question, he will see that the revolutionists are driving him into a corner in which it will be impossible for him to act except as both a tyrant and a traitor.

The fortunes of this great country are not in the hands of any single class, but the little humble domestic fortunes of many thousands of people in this great country are in the hands of the revolutionists.

HAEMORRHOIDS
otherwise Piles, are aggravated by constiveness. In many cases when the constipation is dispelled by Pinkettes the Piles dry up and disappear.

PINKETTES

the dainty little gentle-as-nature laxative, also cure Biliousness, sick headaches, torpid liver, foul-smelling breath and skin eruptions. Of chemists or 60 cents a box, from Dr. Williams' Medicine Co., 96 Bechen Road, Shanghai.

in the hands of the working classes. The workman is either putting out his strong hand to help those lame dogs over a very difficult stile, or he is striking them between the eyes with his blunted fist and putting his iron heel on their mouths as they lie in the dust.

NOTICES.

THE WELL-DRESSED MAN

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HE APPRECIATES A GOOD TAILOR BECAUSE HIS TASTES ARE UNDERSTOOD.

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21 HONGKONG HOTEL BUILDINGS.

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UNSHRINKABLE, WARMTH WITHOUT WEIGHT, BEAUTIFUL SOFT NON-IRRITATING GARMENTS.

CASHMERE SOCKS.

A large consignment just received in PLAIN COLOURS, BLACK, WHITE and FANCY DESIGNS. Price from \$1.00 to \$2.50. SPECIAL VALUE. WEAR GUARANTEED.

NEW TROPICAL MODELS

"ESTEY" PIANOS

UNRIVALLED FOR TONE QUALITY & FINISH.

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LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	Leave Hong- kong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	12th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	5th Oct.	due Bombay about 23rd Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ITOLA	24th Sept.	due Calcutta about 21st Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about 30th September.	Due Yokohama about 14th October.	

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FROM	DUKE
Empress of Asia	Oct. 2 Oct. 20
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Empress of Russia	Dec. 25 Jan. 12

*EMPRESS OF ASIA from Hongkong 7th October.
will not call at Shanghai unless Japanese Quarantine
Regulations are relaxed in the interim.

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First Class	£100 0 0
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Hongkong to San Francisco,
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THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.
Sailings from Hongkong at noon.

S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.
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These steamers have the most modern equipment including over-
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Large Comfortable State-rooms (all single and two-berths only.)
The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
The service is interchangeable with the Toyo Kisen Kaisha, and the Canadian
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For further information, rates, literature, schedules etc.,
Apply to— Company's Office in
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The M. S. "KONG MING" (Captain. Wilks), will leave
the Young Tai Hing Wharf (Connaught Road West) at 5 p.m.
on 9th inst. for Wanchow via West River Ports.
This vessel has excellent European accommodation for first
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trade, being fitted with electric light and fans and is complete
with every modern convenience.
An excellent table is provided.
Owing to the lack of hotel accommodation in Wanchow
passengers taking the round-trip will be allowed to remain on
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Port Said & Marseilles.
IYO MARU ... Friday, 19th Sept., at Noon.
ATSUTA MARU ... Friday, 3rd Oct., at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU ... Monday, 22nd Oct., at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
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SOUTH AMERICAN PORTS via Cape.
BOMBAY & COLOMBO via Singapore.
HWAIRU ... Tuesday, 23rd Sept.
SHINYU MARU ... Thursday, 9th Oct.
CALCUTTA & RANGOON via Singapore & Penang.
TSURUGA MARU ... Tuesday, 30th Sept.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... Monday, 22nd Sept., at 11 a.m.
AKI MARU ... Saturday, 18th Oct., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... Saturday, 30th Sept., at 11 a.m.
KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.
TENSHIN MARU ... Monday, 29th September.
YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.
HOSHI MARU ... (Omitting Shanghai) Friday, 3rd Oct.
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WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.
TSUYAMA MARU (Marseilles & Liverpool) Thur., 2nd Oct.
DELAGOA MARU ... Middle of October.
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TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.

Steamers	From Hongkong
NIPPON MARU	direct to Nagasaki. 25th Sept. "Omitting call at Shanghai."
YAMATO MARU	2nd Oct.
YAMATO MARU	10th Oct. (from Yokohama).
YAMATO MARU	28th Oct.
YAMATO MARU	10th Nov.
YAMATO MARU	4th Nov.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO DE MACORIS,
BALBOA, CALLAO, ARICA and IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES
Steamers.
SEIYO MARU ... Leaves Hongkong
4th Nov.

These are interchangeable with the Canadian Pacific Ocean Service, Ltd., and the P. & O.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
Telephone Nos. 2374 & 2375. T. DAIGO, Manager
KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
via SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP
For particulars of sailings shippers are requested to approach
the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,
or to REISS & Co. Canton
Hongkong. 10. Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.
HEAD OFFICE—65, BROADWAY, N.Y. YORK.
CAPITAL AND SURPLUS—U. S. \$25,000,000.00.
LONDON OFFICES—84, QUEEN STREET, E. C.
5, Haymarket, S. W.
11, Eldon Street, S. W.
Branches & Agencies throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaus,
American Express Specials.

SHIPING NEWS
£52,543 FOR LINERS HIRE
Col. Wilson, Secretary to the
Ministry of Shipping, stated in
the Commons recently that the
P. and O. steamship "Macedonia"
was taken in hand in November
1918 for partial reconditioning
and fitting for troops after 4
years' service as an armed
merchant cruiser. Owing to
labour troubles at Newport Docks
its completion had been postponed
from time to time. Articles for
fittings also were not forthcoming,
and others had to be ordered.
The date of completion could not
yet be given. The weekly hire
amounted to £1,698. The total
amount paid to the owners since
November 1918 was £52,543.

MANILA PIERS.
"There is only one remedy for
the port congestion and defective
handling of cargo in Government
piers, and that is the construction
of more piers and the remodel-
ling of those already constructed."
In these words Collector Aldanes
of Manila recently explained the
reason why no better system
could be devised to better the
service in the piers with regards
to the handling of cargo. From
the explanation of the Insular
Collector it seems that the present
piers are of the old and obsolete
type so that increased volume
of foreign trade has not
been met with the desired effi-
ciency. The piers have to be
remodelled; the doors made wind-
er and running; the machinery
in them has to be changed with
new and new passages have
to be opened, if the service is to
be more efficient. "But all
these things," the collector said,
"cannot be made in one day; we
have obtained the needed ap-
propriations but the work cannot be
accomplished in a night's time."
The construction of Pier 7 will
relieve the situation to a great
extent but not entirely. Another
pier must be constructed if the
trade in the future is to be met
with an efficient system of hand-
ling the cargo. "We have already
the appropriation for a fifth pier
but this again will require time
before it is finished," Collector
Aldanes explained. With regard
to the possible remedy to the
situation as requested by the
Washington authorities in a
cable addressed to the Insular
authorities the collector of cus-
toms sees no possible ones, and for
this reason he awaits the sugges-
tions of the shipowners who may
have thought of some. In this
connection, he stated, "I would
like to state that if any sugges-
tion is made, due consideration
will be given to it and, if the sug-
gestion can really bring about a
more efficient system, we will
have no objection to its being put
in operation."

SALE OF GERMAN SHIPS STOPPED.
Sir Owen Phillips, having put
down a question in regard to two
vessels formerly belonging to the
Hamburg-American Line, name-
ly, Johann Heinrich Burchard
and William O. Swald, each of
20,000 gross register tons, stated
to have been sold to the Royal
Holland-Lloyd, Colonel Wilson
replied in a recent Parliamentary
Paper as follows:—"The Dutch
Government have been informed
that we cannot recognise the re-
ported sale by Germany of the two
vessels, and the German Govern-
ment has been instructed that
as these vessels fall within the
terms of the Armistice, they are
to be dispatched to a United
Kingdom port for delivery to
British management."—The
credit for the public exposure of the
transaction now frustrated is due
to "A Past President" of the
Chamber of Shipping, who called
attention in the Times of
April 22, to the proposed
sale of the ships to Dutch
owners. "A Past President"
pointed out that the Johann
Heinrich Burchard and the Wil-
lam O. Swald were launched in
1914 for the Hamburg-American
Line's South American service.
The ground of transfer was stated
to be the alleged sale of the vessels
to a Dutch Company during the
war. From an examination of
the (Germanischer Lloyd Register
Book) it appeared that the ships
were German property up to the
middle of 1916, the last date at
which supplements to this register
were then available. It was there-
fore obvious, as "A Past Presi-
dent" declared, that the sale to
a Dutch company had been made
with the sole intention of pre-
venting the splendid liners from
falling into the hands of the
Allies. He added that there were
also rumours with regard to a
liner then under construction in
Germany and originally intended
for the Hamburg-American Tran-
satlantic passenger trade, being
sold under similar conditions to a
Swedish company.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.
For Steamers To Sail:
SWATOW & SINGAPORE ... 21st Sept. at 10 a.m.
SHANGHAI & TIENTSIN ... 21st Sept. at 4 p.m.
SWATOW & BANGKOK ... 23rd Sept. at 10 a.m.
H'HOW PHOI & H'PHONG Kaitung ... 23rd Sept. at 11 a.m.
SHANGHAI ... 23rd Sept. at noon.
SHANGHAI & STINGTAO Chenan ... 25th Sept. at noon.
MANILA, CEBU & ILOILO Taming ... 28th Sept. at d'light.
30th Sept. at 3 p.m.
SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tientsin
(weekly), taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wuchow.
BANKOK LINE.—Weekly service to and from Bangkok via
Swatow.
For Freight or Passage apply to
Telephone No. 36. BUTTERFIELD & SWIRE.
Hongkong Sept. 20, 1919. Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tijaratap	Japan	28th Sept.	30th Sept.	Java
Tijaroem	Shanghai	28th Sept.	1st Oct.	Java

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."
For particulars of Freight and Passage, apply to the
Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.
York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailan	A. H. Stewart	FRI., 19th Sept. at 1 p.m.
Quinebaug	Medina	TUES., 23rd Sept. at 1 p.m.
Hailong	J. W. Evans	FRI., 26th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).

For Steamship On

Steamship	On	At
SHANGHAI via F'chow Tungshing	Tues., 23rd Sept. at d'light.	
SANDAKAN Hiansang	Tues., 23rd Sept. at noon.	
SHANGHAI Hiansang	Wed., 24th Sept. at d'light.	
TIENTSIN Cheongshing	Fri., 25th Sept. at d'light.	
MANILA Yuensang	Fri., 26th Sept. at 3 p.m.	
MANILA Luensang	Fri., 26th Sept. at 3 p.m.	
STRAITS & Calcutta Lainsang	Fri., 3rd Oct. at 3 p.m.	
ALCUTTA LINE—T.C. Line has now been re-organised and affords regular sailings to Calcutta via Singapore and Penang.		

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a duly qualified surgeon.
SHANGHAI LINE.—Sailings approximately every 4-5 days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Southern Ports via Shanghai.
Through Bills of Lading are issued to all Southern and Northern Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong, Hanoi,
Indochina, etc.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having 12-14
cabin accommodation for passengers.
Canton on through Bills of Lading for Kaitung, Tientsin, Lohans, Tientsin and Lohans, etc.,
calling at Wanchow and Canton.
Under Straits Government Passport Regulations.
All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.
For Freight or passage, apply to
Telephone No. 215. JARDINE MATHESON & CO., LTD.
General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	To	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne via Queens- land Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon
Passengers, having been built expressly for Tropical Voyages, and are complete with
every modern convenience for Ocean Travelling.
A fully qualified Surgeon and Stewards are carried on each vessel.
For Passage Rates and Further Particulars Apply To
GIBB, LIVINGSTON & CO.
Agents.

SHIPPING

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.
"CELESTES MARU" ... Monday, 20th Oct.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SAIGON MARU" ... Tuesday, 23rd Sept.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore. Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N.Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJO MARU" ... Sunday, 21st Sept.
TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"INDUS MARU" ... Monday, 29th Sept.
For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.
YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

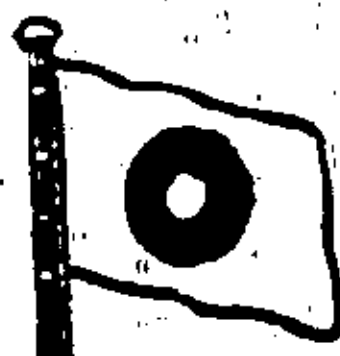
REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BEAN, PORT SAID, CALLEO, HAVANA, BOMBAY, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasted Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.
For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe.)

"CITY OF SPOKANE" ... About September 20th.
"ODUM" ... October 14th.
"SEATTLE SPIRIT" ... October 22nd.
"WHEATLAND" ... October 25th.
"ENDICOTT" ... November 1st.
"GREYCOCKER" ... November 20th.

For PORTLAND direct.
(Calling at Shanghai and Kobe.)

"WAWALONA" ... About October 31st.
"HISHMANA" ... November 8th.
"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR " 792.

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 19th September for Singapore Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.
Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"Teakal" ... via Panama 23rd Sept.
"Eurymedon" ... via Panama 11th Oct.
"Eurybates" ... via Panama 7th Nov.
"City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Jaya-China-Japan Lijn.

General Managers,
York Buildings.

Telephone No. 1574.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Mr. Yuengen, 4th Floor 39, Midway of Canoe Road, from Shanghai.

Hanpingli, King Edward Hotel, from Peking.

Kwokchun, 36 Battery Street, Yumati, from Amoy.

Lisheng Pharmacy, from Shanghai.

Hongwoosing, from Amoy.

Teenchowdong, Neehongdong, Vanyee Street, from Shanghai.

Kwongshingcheong, from Takow.

Kwongwoosing East Des Voeux, from Amoy.

Tongyackching, from Kobe.

Kienfung Co., Vanyee Street, from Shanghai.

Chuzaing, Woosung West Street, from Shanghai.

Wadato, from Tokio.

Ibarahyatsuka, of Japanese Consulate, from Osaka.

Manyuewing, from Amoy.
Sakojwakichi, Kaitima Maru, of Kamamura Prayaeast, from Otaru.

Paktat, from Kobe.
Abekobei, from Kobe.
Cheungnug, Pottinger Street, from Shanghai.
Kusanglee, from Shanghai.
Nagase, from Osaka.

T. KRING,

Superintendent,

Hongkong, Sept. 19, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Captain Anderson, Transport

Hermelin, from Shanghai.

Fullerton, of American Consul, from New York.

Nathmerie, from Manchester.

Tiran Antogere, from Saigon.

tandinh, Wallis, Hongkong Hotel, from London.

D. de H. FABRANT,

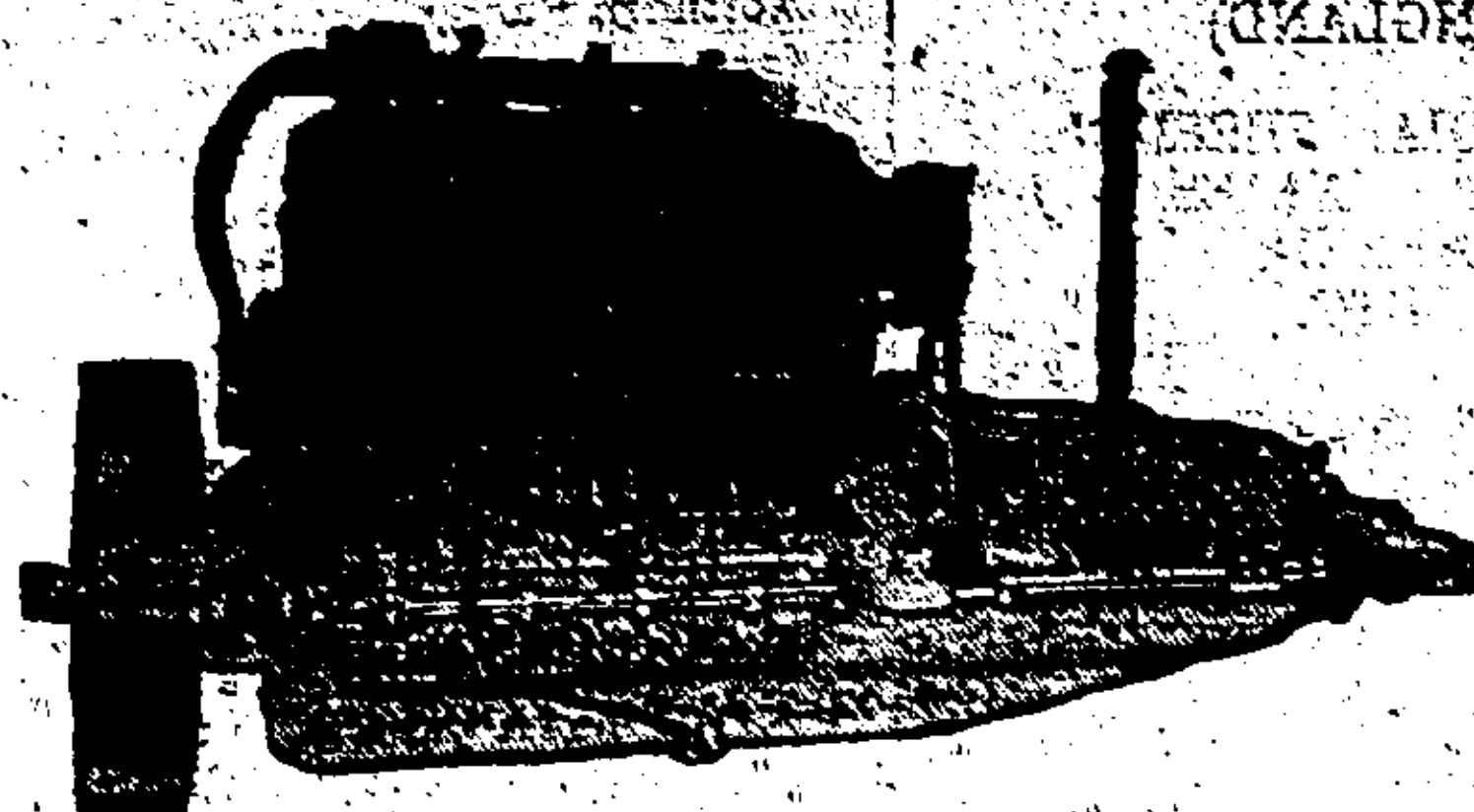
Superintendent,

Hongkong, Sept. 18, 1919.

NOTICES

RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE



GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

SHEWAN TOMES & CO.
MOTOR DEPARTMENT.
Garage No 7 Russell St. Phone 659.

GENERAL NEWS.

£4,500,000 IN TAXES FROM ONE FIRM.

A gross brewing profit of £3,855,900 and a net profit of £2,175,800 were made by the great Guinness brewery business during the past year—easily record figures for this huge concern. The net profit is no less than £395,300 higher than that for the last complete year before the war. In excise and license duties and other taxation the company paid to the Government during the year the enormous sum of £4,666,400. In spite of this the fortunate Ordinary shareholders get a 16-per-cent dividend for the fourth year in succession, and receive it free of income tax. The company's position is enormously strong, its reserve, including the

£250,000 set aside out of the profits of the past 12 months, being £1,865,600. And this in spite of the fact that not far short of a million sterling was withdrawn from it this time last year to pay a substantial bonus to Ordinary shareholders in Five per Cent War Loan.

BURNT TO DEATH UNDER TAXI

John Thomas Johnson, a Grantham youth was driving a motor taxi on the London-Thorpe road, accompanied by another Grantham youth named Shaw, when the vehicle collided with a bank and overturned. The petrol tank was damaged, and the car caught fire. Both youths were pinned underneath, and before they could be extricated Shaw was burnt to death. Johnson died later in Grantham Hospital.

CONSIGNEES

NOTICE TO CONSIGNEES

THE STEAMSHIP CO.

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THE STEAMSHIP CO.

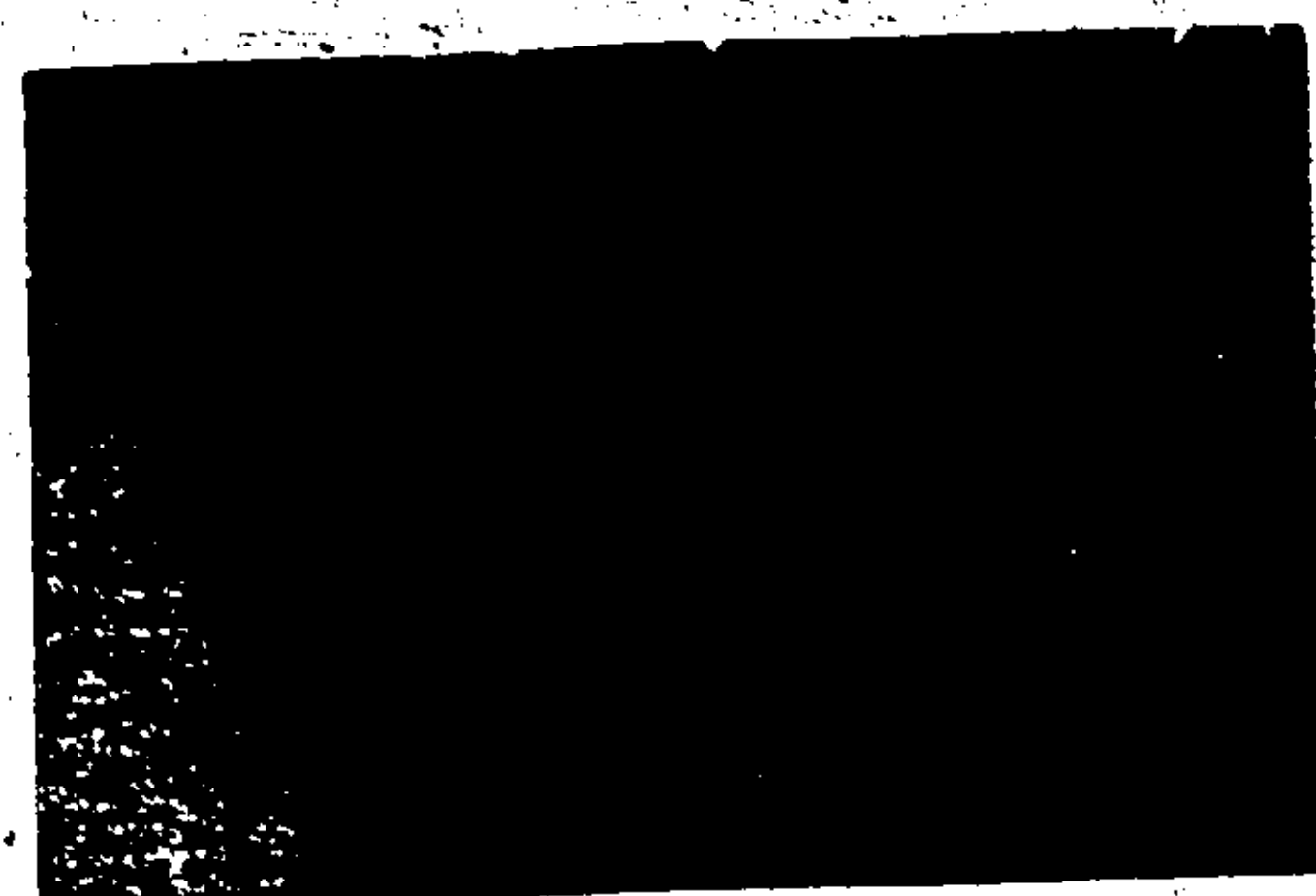
NOTICE TO CONSIGNEES

THE STEAMSHIP CO.

AN ANGLING REVIVAL

principles which brought the
 Russian Government into exist-

DAIRY FARM NEWS.



OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

TABLE.

SEND FOR OUR PRICE LIST.

A SPECIALITY

for

SHIPPERS AND SHIPPING.

WE PUT UP

CORNER BEEF AND PORK

IN KEGS OR CASKS

FOR EXPORT OR STEAMERS' USE.

CUT DOWN YOUR OFFICE EXPENSES

MONEY WILL
BE SAVED
AT EVERY
TURN OF THE
CYLINDER.



SIMPLE IN
CONSTRUCTION,
DURABLE
AND EASY
IN OPERATION.

BY USING THE EDISON-DICK MIMEOGRAPH

When a few forms are wanted printing costs are often prohibitive—but few or many—Mimeographing is quicker and cheaper.

Five Thousand perfect duplicates an hour is ordinary work for the New Edison-Dick Mimeograph. The Mimeograph is a thoroughly efficient device for the rapid reproduction of Typewritten, and Hand-drawn work.

SOME OF THE THINGS THE MIMEOGRAPH WILL DO FOR YOU AND YOUR BUSINESS

FORMS.
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TELEPHONE 1186.

"GERMAN WAR GOD."

INTERVIEW WITH HINDENBURG.

New York, July 27.—The following dispatch, issued by Mr. Karl von Wiegand, sent from Hanover on Friday, appears in the New York Sun:—

The aged Field-Marshal von Hindenburg, the ex-Kaiser and the German Army leaders and other officers by not only violate the most fundamental principles of international law, but re-establish the ancient and precedent that patriotic duty and the defence of one's country constitute a crime for the defence of the war.

These views were expressed to me to-day by the former head of the German General Staff and the chief military adviser of the Kaiser during the last two years of the war.

"But Mr. Lloyd George declares that it should be done as an example to the future," I persisted.

That is what the ancient Romans said (replied Hindenburg). The Romans dragged the kings and leaders of the defeated armies behind their triumphal chariots as an "example" to others. History will answer whether such "example" ever put an end to or even lessened them. Mr. Lloyd George has the thoughts of a reincarnated Roman Emperor.

He would drag the Kaiser, the German Army, and German political leaders behind the British chariot to increase his own popularity. He would make a Roman show in London in March. Hindenburg has a lot to say about this.

Some other city to number of times declined to give foreign correspondents. His last refusal to me stated that he did not feel he could say anything that might be misinterpreted.

He was still Chief of the German General Staff. After his return to the third generation. Mr. Lloyd George is mistaken. I had agreed that discussion would be confined to his views on the demand for the ex-Kaiser. Hindenburg lives in a large beautiful villa.

He will fail in that goal which he professes to be his, if he expects to reach it by such means as the Roman Emperors before him with the same thought failed to terrorize nations.

HIS OFFER TO FOCH. The aged Field-Marshal spoke in short, terse, abrupt sentences. He spoke without passion, but with a forcefulness that betrayed deep feeling.

I am not speaking for myself (he continued). I am an old man. I am a soldier. As such I shall take what the Fates mete out to me. If it will give greater lustre to the martial shields of Marshals Foch and Haig to have the man who opposed them on the grim field of battle dragged behind their triumphal chariots, if it will add to British or French glory and chivalry, then take me in place of my Kaiser. I am at their disposal. I have written that to Marshal Foch as a soldier. He has not as yet deigned to acknowledge my letter.

But Foch and Haig are soldiers. As such, they understand a soldier's honour, a soldier's duty to his country. They did their duty. We tried to do ours. The Fates decided for them. We submitted as a nation seldom did. Is it not enough? Or is it thumbs down? I respect Foch, Haig, Pershing, and the other leaders of the other side. I hope I also have their respect as a soldier who did his duty.

If political rounds can turn to the Roman war days, I cannot believe until it is proved to me that soldiers such as Foch, Haig, and Pershing support the demand for the Kaiser. My Kaiser did not desire the war. He is a soldier who remains my Emperor.

Since my return to Germany in March Hindenburg has a lot to say about this. He has a lot to say about this. He has a lot to say about this.

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placed at his disposal by his fellow citizens of Hanover. On the door is a small brass plate, ment to the hope that wars may "Von Benckendorff und von Hindenburg." The aged Field-Marshal took his medicine like a soldier, and remained in the army after the revolution, as he explained himself, "to contribute what I could towards preventing complete collapse and chaos, and to keep Bolshevism at a distance."

"A BROKEN MAN." That fidelity to them has left him the one living hero in the hearts of Germans in the day of their mutual adversity. I found Hindenburg physically fresh and vigorous, but much depressed in spirits. In a civilian suit of dark brown, he looked even more massive than in uniform.

"Physically I feel strong, but inwardly I am a broken man, as may be expected after such events," he remarked.

The Field-Marshal recalled our last meeting in Pless in December, 1916, on which occasion I had warned him against underestimating America as a factor if drawn into the war. At that time Hindenburg and Ludendorff both remarked that America could not possibly raise and equip an army in time to take an effective part in the war.

"The achievement of your country was colossal. Yes, it was colossal to stamp such an army out of the ground," said Hindenburg frankly. There was a note of unmistakable admiration in his voice.

"You Americans may soon have the opportunity of showing just how great peace angels you are," he remarked, referring to certain news and dispatches.

"Then you do not believe this is the last war?" For the first time in an hour's talk the Field-Marshal burst out laughing.

"Only dreamers believe that. As long as there is mankind there will be wars. There will be fewer wars, but no great people will ever submit questions of national honor and national existence to a tribunal of other peoples, or to a tribunal of other peoples."

He has a lot to say about this. He has a lot to say about this. He has a lot to say about this.

He has a lot to say about this. He has a lot to say about this. He has a lot to say about this.

test of strength. Certainly this peace gives little encouragement to the hope that wars may "Will Germany ever come back? (I asked).

The German people will rise again (replied the Field-Marshal with conviction in his tone) but it will not take place in my day (turning to Captain von Hindenburg, of the General Staff, who had silently listened to the conversation) my son will see it. Though he has been with shock troops throughout the war, God has spared him to me perhaps so that he may see what was denied to me. Germany will rise again (reiterated Hindenburg). Between the Romance people on one side and the Slavs on the other the German people have a mission in the world.

As the broken-spirited and aged German national hero and battle-conductor bade me good-bye, there came into my mind the picture of our meetings in the Royal Palace at Posen in December, 1914, and at Pless in December, 1916, on the eve of the fall of Bukarest, when he said, in reference to the expected spring offensive in the West, "Let them come on. We are ready for them. The Entente has lost more than ten million men. If it could not win with them, it cannot win without them," and Ludendorff's remark on the same occasion, "The war will be decided before you can effectively intervene."

To-day the German war-god is nearing his 72nd year and awaiting the end of his days, a bitterly disappointed old man.

£300 SPENT IN ICE-CREAM. Seven hundred war widows and mothers who had lost sons in the war were invited by the Mayor of Welling to a town's fête in Walpole and Leamington Parks recently. About 35,000 tickets were sold before the fête opened, and many more thousands paid for admission during the day. The proceeds are to be devoted to the education of the children of the fallen.

He has a lot to say about this. He has a lot to say about this. He has a lot to say about this.

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VESSELS LOADING.

EUROPE, U.S.A., ETC.

City of Spokane A. L.	Sept. 20
Gleniffer J. M.	Sept. 21
Nikko M. N. Y. K.	Sept. 22
Fushimi M. N. Y. K.	Sept. 22
Tenka M. B. S.	Sept. 23
Tango M. N. Y. K.	Sept. 24
Nippon M. T. K. K.	Sept. 25
Alaska M. O. S. K.	Sept. 26
Vin Waerwyck J. C. J. L.	Sept. 29
Chicago M. O. S. K.	Sept. 30
Wakasa M. N. Y. K. E. of Sept.	
Tjitarom J. C. J. L.	Oct. 1
E. of Asia C. P. O. S.	Oct. 2
Tsuyama M. N. Y. K.	Oct. 2
Tenyo M. T. K. K.	Oct. 2
Atsuta M. N. Y. K.	Oct. 3
Nile C. M.	Oct. 7
Ecuador P. M. S.	Oct. 8
Bessie Dollar R. D.	Oct. 10
Siberia M. T. K. K.	Oct. 10
Eurymedon B. S.	Oct. 11
Waban A. L.	Oct. 11
Katori M. N. Y. K.	Oct. 14
Olen A. L.	Oct. 14
E. of Japan C. P. O. S.	Oct. 15
Manila M. O. S. K.	Oct. 15
Monteagle C. P. O. S.	Oct. 19
Celebes M. O. S. K.	Oct. 20
Ionium A. L.	Oct. 22
Seattle Spirit A. L.	Oct. 25
Shinyo M. T. K. K.	Oct. 28
Wawalone A. L.	Oct. 31
Luzon M. O. S. K.	B. of Oct.
West Hepburn R. D.	M. of Oct.
Toyooka M. N. Y. K.	E. of Oct.
Nanking C. M. S.	Nov. 1
Wheatland A. L.	Nov. 1
Khiva P. O.	Nov. 1
Saiyo M. T. K. K.	Nov. 4
Colombia P. M. S.	Nov. 4
Persia M. T. K. K.	Nov. 11
Korea M. T. K. K.	Nov. 16
West Munham A. L.	Nov. 16
China O. M.	Nov. 22
Hadcott A. L.	Nov. 23
C. of Newcastle B. S.	Nov. 30
Nishmaha A. L.	Nov. 30
Seattle M. O. S. K.	M. of Nov.
Manila M. O. S. K.	E. of Nov.
Manila M. O. S. K.	E. of Nov.
Manila M. O. S. K.	E. of Nov.
Manila M. O. S. K.	E. of Nov.

JAPAN, COAST PORTS, ETC.

Takelang J. M. Co.	Sept. 20
Haichew B. S.	Sept. 20
Kaga M. N. Y. K.	Sept. 20
Nikko M. N. Y. K.	Sept. 21
Kaijo M. O. S. K.	Sept. 21
Teian B. S.	Sept. 21
Linan B. S.	Sept. 21
Kaifong B. S.	Sept. 21
Luchow B. S.	Sept. 23
Shantung B. S.	Sept. 23
Tungshing J. M. Co.	Sept. 23
Hinsang J. M. Co.	Sept. 23
Hwahwu M. N. Y. K.	Sept. 23
Quinnebaug D. L. Co.	Sept. 23
Hangsang J. M. Co.	Sept. 24
Siam Maru O. S. K.	Sept. 24
Itola P. O.	Sept. 24
Sunning B. S.	Sept. 25
Kaifuku M. N. Y. K.	Sept. 25
Chongshing J. M. Co.	Sept. 26
Yuenhang J. M. Co.	Sept. 26
Haihong D. L. Co.	Sept. 26
Chenan B. S.	Sept. 28
Indus M. O. S. K.	Sept. 29
Tenshin M. N. Y. K.	Sept. 29
Taming B. S.	Sept. 30
Khiva P. O.	Sept. 30
Tjilatjap J. C. J. L.	Sept. 30
Tsuruga N. Y. K.	Sept. 30
Tjitarom J. C. J. L.	Oct. 1
Unnan M. O. S. K.	Oct. 1
Yokohama M. N. Y. K.	Oct. 2
Hosei M. N. Y. K.	Oct. 3
Loongsang J. M. Co.	Oct. 3
Laisang J. M. Co.	Oct. 4
Dilwara P. O.	Oct. 5
Shinyu M. N. Y. K.	Oct. 9

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.
The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.
The N. Y. K. s.s. NIKKO M. (Australia Line) left Sydney for this port on the 2nd Sept. and is expected here on the 20th Sept.

The N. Y. K. s.s. TAMBA M. (European Line) left London for this port via the Suez Canal on the 9th Sept. and is expected here on the 18th Oct.

The Ben Liné s.s. BENDORAN from Middlesbro and London, left Singapore for this port on 12th instant, and may be expected to arrive here on or about 19th Sept.

The N.Y.K. s.s. KAGA MARU (European Line) left Singapore for this port on the 13th Sept. and is expected here on the 19th September.

The N. Y. K. s.s. TENSIN MARU (Bombay Line) left Bombay for this port via Singapore on the 9th September, and is expected here on the 23rd September.

The N. Y. K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept. and is expected here on the 2nd Oct.

The P. & O. s.s. JAPAN left Singapore for this Port on the 14th instant, and is due here on the 20th instant.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American & Oriental Line s.s. MINEIRO is due to arrive here about 5th October.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 11th Sept. left there 13th Sept. and is due at Vancouver on 22nd September.

The N. Y. K. s.s. HWAH-WU (Bombay Line) left Moji for this port on the 17th Sept. and is expected here on the 23rd Sept.

The R. M. S. EMPRESS OF ASIA arrived at Kobe on 17th Sept. 7.30 a.m. left there 17th Sept. 4 p.m. is due at Nagasaki on 18th Sept. noon and is due at Hongkong 25th Sept.

PICTORIAL SUPPLEMENT.



"Finalists in H.K.D.C. Machine Gun Coy. Bowls Competition.
Standing (left to right):—C. Q. M. S. Potley, Pte. Jack, Pte. Stewart and Pte. Simpson.
Seated (left to right):—Pte. Wylie, Lieut. Sutor, Capt. Wright,
"Dougie" and C. S. M. Duncah.

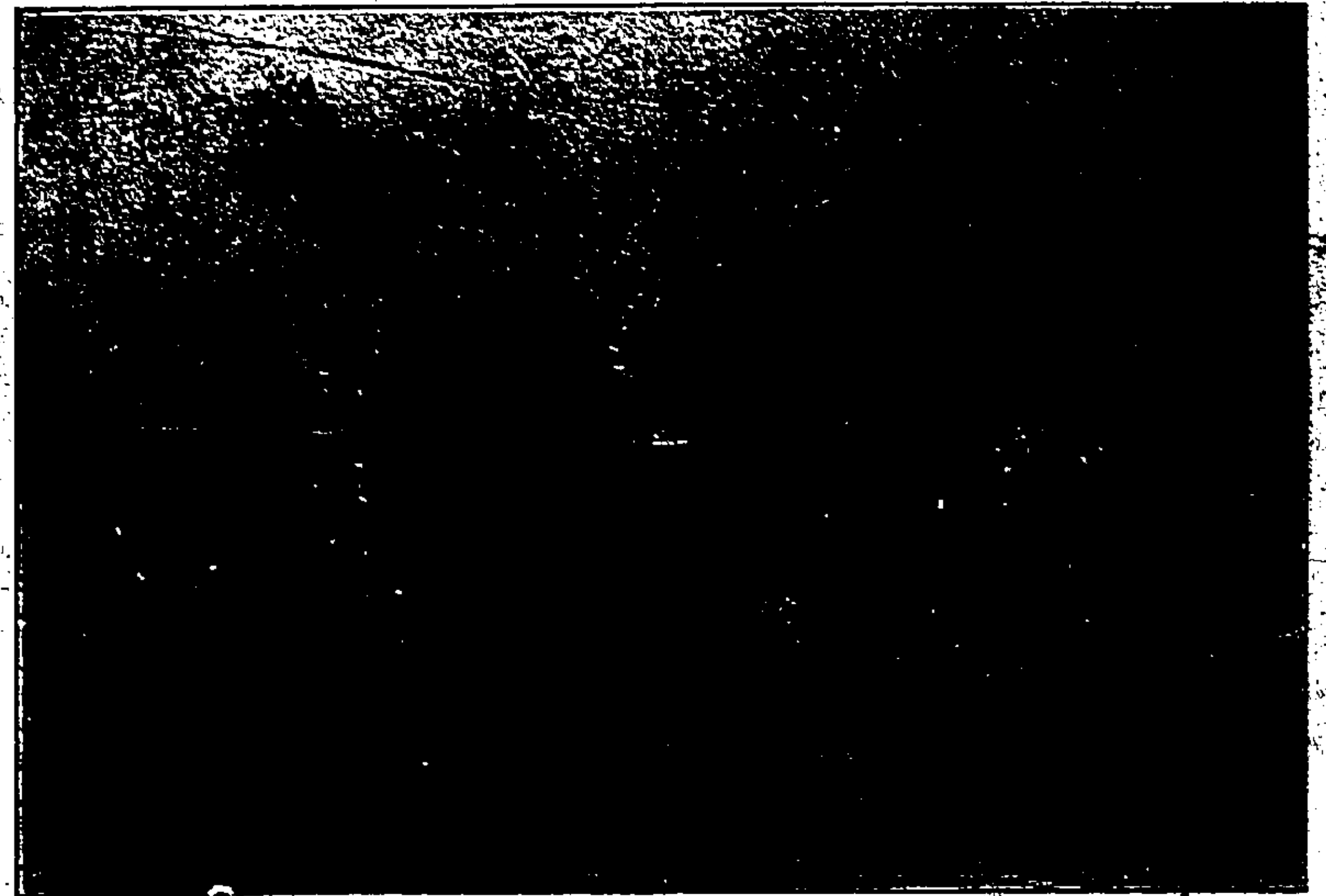


Photo: "Canton Times."

Kwangtung Educational Association's Headquarters at Sao Yiu Fong, Canton.



"Japanese Cargo being burnt in South China.



Photo: Underwood and Underwood.

Madame Jacquemaire, daughter of M. Clemenceau,
wearing the Croix de Guerre.



Types of aged Balkan women now being cared for by the Red Cross organisations.



Photo: Tientain Press.

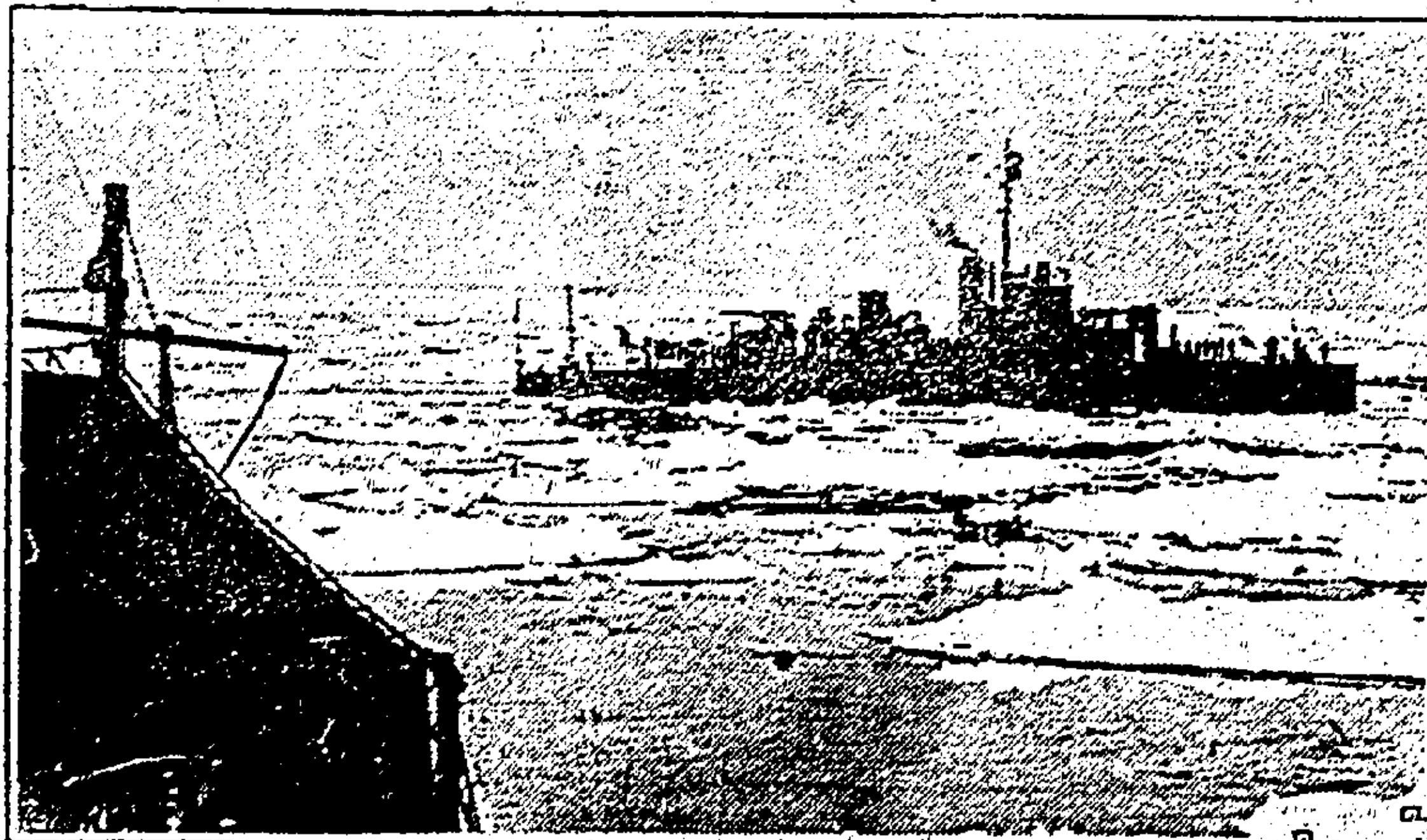
CHINESE PHONETIC SCRIPT.

Great interest is being shown at Chefoo in the national system of phonetic script. Teachers and pupils are shown in the above picture.



Photo: Tientain Press.

A lesson in phonetic script at Chefoo.



A U.S. Warship ice-bound in Russian waters at Murmansk Harbour.

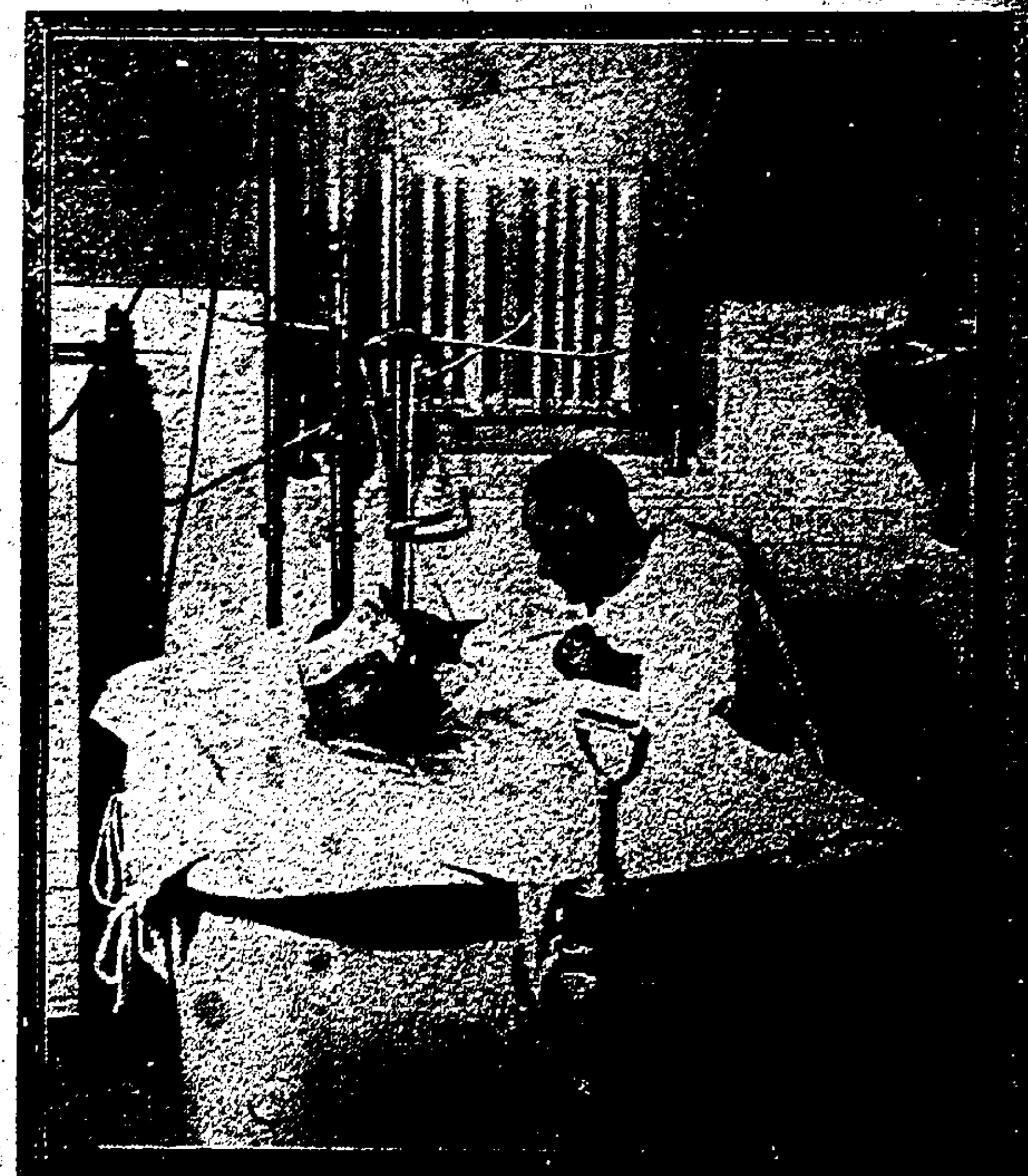


Photo: Underwood and Underwood.

A WATER BED.

This shell-shocked patient is kept in a tub of water for days at a time. The treatment keeps him at an even temperature and gives him freedom from shocks and fears.

VACUUM CUP

6,000 MILE CORD TYRES

QUALITY in a tyre is not appreciated until it asserts itself through long continued trouble-free performance.

The gauge to this service is the mileage total recorded when the casing finally is discarded.

The notable achievement of nine stock tyres which, put to official finish test by the Automobile Club of America, averaged 6,760 miles, definitely established the unusual quality of Vacuum Cup Tyres.

The rainy day certified test of the Pittsburgh Taxicab Company—in which a heavy car equipped with Vacuum Cup Tyres was driven around a wet corner at 25 miles an hour without skidding—

conclusively proved the guaranteed ability of the Vacuum Cup tread to resist skidding on wet, slippery pavements.

In addition to this proved driving safety and the mileage guarantee—per warranty tag—of 6,000 miles, Vacuum Cup Tyres are reasonably priced. They cost approximately the same as ordinary 3,500 mile tyres and much less than other makes carrying equal mileage surety.

Makers also of Pennsylvania Auto Tubes "Ton Tested"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

SPECIAL PRICES

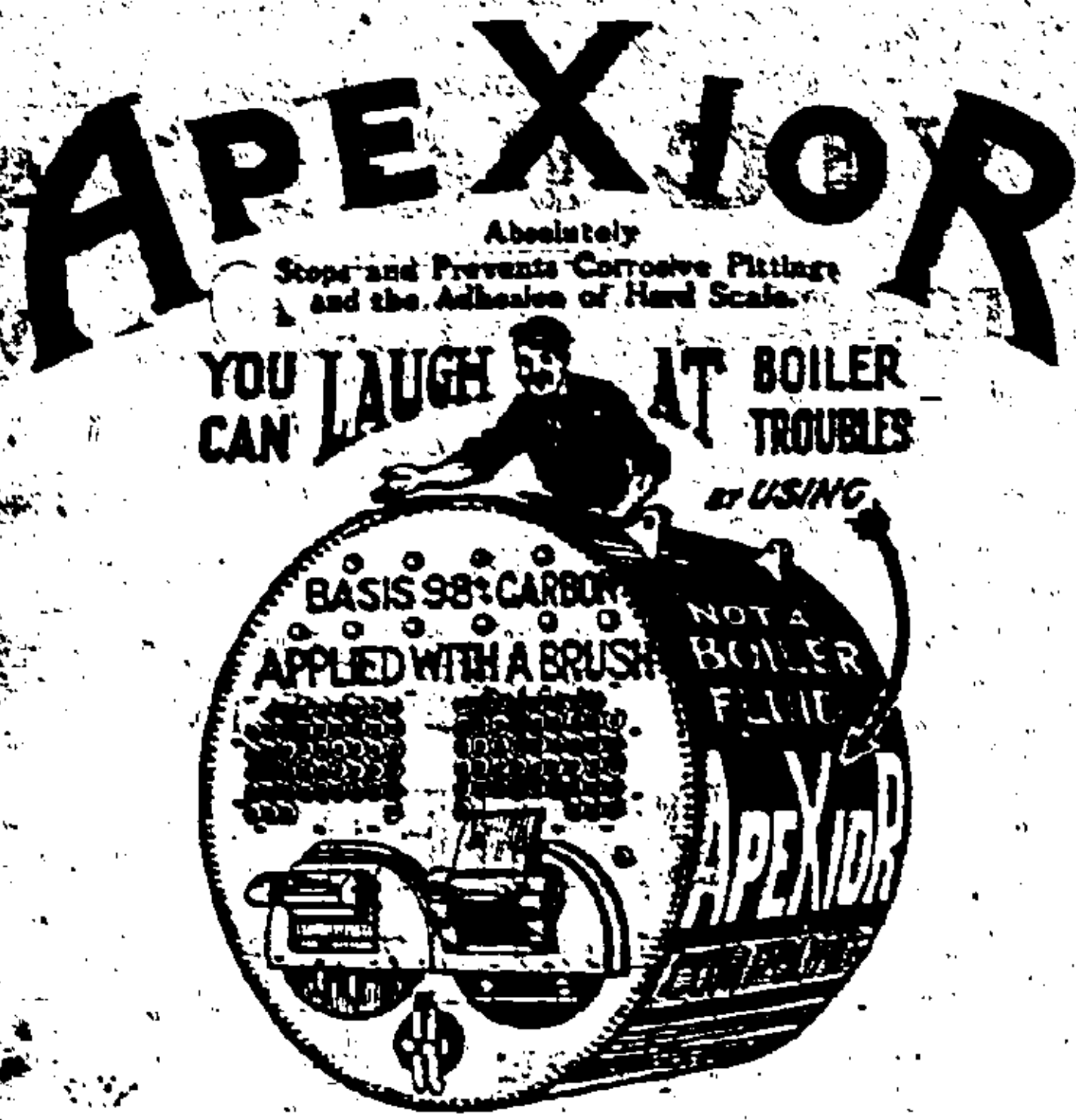
On Sizes available from stock in Hongkong.

		PRICE EACH.	
Clincher		Tyres	Tubes
30" x 3 1/2"		30.00	4.00
31" x 4"		47.50	5.50
Straight Side			
32" x 3 1/2"		35.00	4.50
33" x 4"		52.50	6.00
Less discount	2 days 2 1/2 per cent,	30 days	Net.

GERIN DREVARD & CO.

4TH FLOOR HOTEL MANSIONS, HONGKONG.

NOTICES.



YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE; HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING. SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

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SHEWAN, TOMES & CO. AGENTS.

COMMERCIAL NEWS.

NEW CEMENT FACTORY IN KWANTUNG.

The demand for cement in Manchuria has made a tremendous increase recently due to the development of building work at Mukden, Dairen, Anshan, and other places, and during 1918, 600,000 barrels of cement were used in Manchuria. The amount for this year might be somewhat smaller than last year, but the general demand is rising steadily, due to the rapid increase of railway construction, etc. The Onoda Cement Co., having a well appointed factory at Choushuizui at the station next to Dairen, has only an annual capacity of 250,000 barrels. In the Kwantung Leased Territory, the hills running from Choushuizui to Kakakashi consist practically wholly of limestone, supplemented with an almost inexhaustible supply of Fuchow clay. There is a scheme among Dairen capitalists to establish a new cement factory at Kakakashi with the capital of three million yen and the annual capacity of 150,000 barrels.

CO-OPERATION IN FOREIGN TRADE.

The Kobe firm of C. Crowther and Co., has become part and parcel of an amalgamation in which an endeavour is being made to realise what has always been regarded theoretically as the ideal method of doing business in Japan. Of course, like all other partnerships, foreign-Japanese combinations are liable to miss being ideal through personal causes, and so far there are very few instances of such amalgamations. The old firm of C. Crowther and Co. has, for the purposes of this amalgamation, gone into voluntary liquidation, and of the new concern, in which there is a large capital available for business purposes. Mr. J. P. Crowther is Managing Director in charge of the Foreign Trade Department. The Japanese part of the amalgamation is called the Naigai Shintaku Shoji Kabushiki Kaisha, the President being Mr. Jiro Takagi, and the capital six million yen. The firms are not entirely absorbed in one another, the capitalisation of Crowther and Co. Ltd., being separately fixed at ¥1,000,000, of which ¥250,000 is paid up. The amalgamation constitutes an interesting experiment in foreign trade.

OUR RUSSIAN TRADE.

A Daily Chronicle representative who sought information in authoritative quarters concerning the economic position in various parts of Russia found some very hopeful signs. Some huge American financial deals have already taken place. If Bolshevism were not a dying cause the American Government would not have consented to grant to a syndicate of Russian co-operative organisations who have their headquarters in this country credit for £3,000,000 worth of goods. The Canadian Government have not been far behind, and similar credit deals have been negotiated. An important British firm has already opened up negotiations for a contract, through Russian agencies, involving a million pounds. Arrangements have been completed at Novorossisk, with the approval of the Kouban Government and General Denikin, by which surplus Army military supplies sent from this country will be delivered to the Russian co-operative agencies, in exchange for 8,000 tons of wheat. This wheat, which will be delivered at Novorossisk, is to be sent to the starving Armenians. In addition to the operations of the American and Canadian Governments arrangements have been completed by the British Wholesale Co-operative Society in the provision of manufactured goods for a similar organisation in South Russia.

NOTICE.

PEAK TRAMWAYS CO., LTD.

TIME TABLE **WEEK DAYS.**

1.00 a.m.	to 6.00 a.m.	Every 15 min.
6.00	"	" 10 min.
10.00	"	" 15 min.
12.00	"	" 15 min.
12.30	"	" 15 min.
1.00 p.m.	"	" 15 min.
1.30	"	" 15 min.
2.00	"	" 15 min.
2.30	"	" 15 min.
3.00	"	" 15 min.
3.30	"	" 15 min.
4.00	"	" 15 min.
4.30	"	" 15 min.
5.00	"	" 15 min.
5.30	"	" 15 min.
6.00	"	" 15 min.

NIGHT CARE

5.30 p.m.	1.00 p.m.	2.30 p.m.	to
11.30 p.m.	Every 30 minutes	11.45 p.m.	

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

1.00 a.m.			
6.00	to 10.00 a.m.	Every	15 min.
10.00	"	"	10 min.
11.00	"	"	15 min.
12.00 noon	"	"	15 min.
1.00 p.m.	to 1.00 p.m.	"	15 min.
1.30	"	"	15 min.
2.00	"	"	15 min.
2.30	"	"	15 min.
3.00	"	"	15 min.
3.30	"	"	15 min.
4.00	"	"	15 min.
4.30	"	"	15 min.
5.00	"	"	15 min.
5.30	"	"	15 min.

NIGHT CARE

As on Week Days.

SPECIAL CARS

By arrangement with the Company Offices
at Alexandra Buildings, Des Voeux Road
JOHN D. HUMPHREYS & SON



Have Unusual Qualities and an Individuality that

at once create a preference for this Exquisite Brand.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks	\$675
Marine Insurances.	
Cantons	440
North Chinas	\$200
Unions	230
Yangtze	280
Far Easterns	23
Fire Insurances.	
China Fires	138
H. K. Fires	345
Shipping.	
Douglases	92
Steamboats	b. & sa. 2434
Indos (Prof.)	32
Indos (Def.)	185
Shells	180/-
Ferries	3414
Refineries.	
Sugars	180
Malabons	46
Mining.	
Kailans	65/-
Langkats	
Shanghai Loans	b. 21
Shai Explorations	
Raubs	n. 210
Tronchs	b. 44/6
Ural Caspians	n. 47/8
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. & sa. 101
K. Docks	b. 181
Shai Docks	sa. 123
N. Engineerings	b. \$2834
Lands, Hotels & Buildings.	
Centrals	n. 1094
H.K. Hotels	n. 120
L. Invest.	n. 120
H'phreys Est.	b. 94
K'loon Lands	n. 46
L. Reclamations	n. 175
West Points	b. 90 s. 93
Cotton Mills.	
Ewos	n. \$360
Kung Yiks	n. \$324
Lau Kung Mows	n. \$250
Oriental	n. \$120
Shai Cottons	n. \$230
Yangtzepeos	s. & sa. \$17
Miscellaneous.	
Cements	b. 810
China Borneos	n. 1234
Do. Light	b. old 7 1/2 new 3 1/2
China Providents	n. 894
Dairy Farms	s. 29
Electrics H. K.	n. 84
Electrics Macao	n. 34
Hongkong Ropes	b. 30
Hk. Tramways	s. 84
Peak Trams, old	a. 74
Do. new	n. 80 cts.
Steam Laundries	b. 34
Steel Foundries	b. 1034
Water-boats	s. 1514
Watsons	b. 514
Wm. Powells	b. 12
Wisemans	b. 29

Hongkong, Sept. 20, 1919.

WEATHER REPORT.

September 19th. 11h. 50m. - No return from Vladivostok, Wainaiwei, Shanghai, Japan or Formosa.

Pressure has decreased slightly at Guam, Pohni and Torrance. It is nearly stationary at other reporting stations.

Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 57.81 inches against an average of 72.61 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	2 winds, fresh; fine to cloudy.
2 Formosa Channel.	N.E. winds, strong.

3 South coast of China (b.) The same as between H.K. and Formosa as No. 1.
4 South coast of China (b.) The same as between H.K. and Formosa as No. 1.

C. W. JEFFRIES, Chief Assistant.
Hongkong Observatory, Sep. 19th, 1919.

NOTICE

MITSUBISHI SHOKAI KAISHA, LTD.
(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF:
YAMAGUCHI, OCHI, MUTSU, KIMURA, YOSHIMIZU, NISHI, KAWABATA, SAKI, KANADA, SHIMIZU, KAMITAMADA, SUGA, and OTSUKI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.
BRANCHES AND REPRESENTATIVES:-- NAGASAKI, KANAGAWA, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTSU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TIANJIN, HANKOW, SHANGHAI, TAIPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:--
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CONSIGNEES

NOTICE TO CONSIGNEES.

From KOBE
THE Steamship
"KWAIL" having arrived from the above ports, Consignees of cargo at all are hereby informed that all goods are being landed at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 22nd inst. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by.
JARDINE, MATHESON & CO. LTD.
General Managers.
Hongkong, 15th September, 1919.

NOTICE TO CONSIGNEES.

From KOBE
THE Steamship
"CHAKSANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 21st instant will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by.
JARDINE, MATHESON & CO. LTD.
General Managers.
Hongkong, 15th September, 1919.

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THE ADMIRAL LINE.

THE Steamship

"CITY OF SPOKANE"

having arrived from Seattle via ports, on Sept. 18th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.
All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 24th, 1919 by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 25th, 1919 will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC STEAMSHIP CO.
Operating Agent:
U. S. Shipping Board.
3th floor, Hotel Mansions.
Hongkong, September 18th, 1919.

NIPPON YUEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"KAGA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 26th September, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Friday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be allowed after the goods have left the Godowns.

NIPPON YUEN KAISHA.
Agents.
Hongkong, 19th September, 1919.